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**REMARKS**

Applicants have carefully considered the Examiner's comments in the Office Action dated July 14, 2004. Claims 1 through 17 are pending in the application. Applicants respectfully request reconsideration by the Examiner.

In the Office Action, claims 1 and 3 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Meyer et al.* (U.S. Pat. 5,880,363). Applicants respectfully traverse.

Claim 1 requires generating a first sensor signal having a first sensor identification and an initiate status in response to the first initiator signal. Applicants agree with the Examiner's comments in the Office Action dated February 24, 2004, that *Meyer* does not disclose generating an initiate status in response to the first initiator signal and storing the first sensor identification in the memory associated with the first of the plurality of the tire locations when the first sensor identification is not in the memory and repeating the steps of activating, generating, receiving and storing for each of the plurality of tire locations. Applicants also agree with the Examiner's comments in the Office Action dated August 27, 2003, that *Meyer* does not disclose storing the first sensor identification in the memory associated with the first of the plurality of the tire locations when the first sensor identification is not in the memory and repeating the steps of activating, generating, receiving and storing for each of the plurality of tire locations. The Examiner now states that *Meyer* does not specifically disclose generating an initiate status in response to the first initiator signal. However, as noted above, claim 1 requires generating a first sensor signal in response to the first initiator signal, the first sensor signal having a first sensor identification and an initiate status. *Meyer* does not disclose generating a first sensor signal having a first sensor identification and an initiate status in response to the first initiator signal. Moreover, while it is true that *Meyer* teaches the control unit will check whether the data signal contains a long-wave identification signal: as only one of the data signal output by the transmitter devices can have a long-wave identification signal. The Examiner has not shown why it would be obvious to one of ordinary skill in the art to modify the reference to recognize that the initiate status is generated in response to the first initiator signal. Moreover, the Examiner has not shown why it would be obvious to one of ordinary skill in the art to generate a first sensor signal having a first sensor identification and an initiate status in response to the first initiator signal. Therefore, the *Meyer* reference fails to teach or suggest a first sensor signal having a first sensor identification and an initiate status in response to the first initiator signal. Accordingly, applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Meyer* fails to teach or suggest each and every limitation of claim 1.

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Further, claim 1 requires storing the first sensor identification in the memory associated with the first tire location of the plurality of tire locations when the first sensor identification is not in the memory. Claim 1 also requires repeating the steps of activating, generating, receiving and storing for each of the plurality of tire locations. Applicants agree with the Examiner that *Meyer* does not disclose these elements as indicated in the Office Actions dated February 24, 2004 and August 27, 2003, as mentioned above. Accordingly, applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Meyer* in view of *Mendez* fail to teach or suggest each and every limitation of claim 1.

Claim 3 is also believed to be allowable since it is dependent from independent claim 1. Furthermore, claim 3 requires prior to activating, generating an ignition signal and activating when the ignition signal indicates a run status. The *Meyer* reference teaches that an implementation of the motor vehicle wheel assignment can be affected according to specific criteria or when specific conditions occur such as when the engine is started (*Meyer* col. 2, lines 50-57). The *Meyer* reference fails to teach or suggest prior to activating, generating an ignition signal and activating when the ignition signal indicates a run status.

In the Office Action, claims 2, and 4-17 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Meyer et al.* (U.S. Pat. 5,880,363) in view of *Mendez et al.* (U.S. Pat. 5,612,671). Applicants respectfully traverse.

Claim 2 is also believed to be allowable since it is dependent from independent claim 1. Furthermore, claim 2 requires prior to activating, generating a speed signal and activating when the speed signal is greater than a predetermined speed. The *Mendez* reference teaches inertia switch is sensitive to tire speed and the inertia switch is actuated when the tire speed reaches a predetermined value, for example, corresponds to a vehicle speed of 25 mph (*Mendez* Col. 2, lines 62-67). The *Mendez* reference fails to teach or suggest generating a speed signal. Moreover, the *Mendez* reference fails to teach or suggest prior to activating, generating a speed signal and activating when the speed signal is greater than a predetermined speed. The Examiner has not shown why it would be obvious to one of ordinary skill in the art to modify the *Mendez* reference as the Office Action presupposes.

Claim 4 is also believed to be allowable since it is dependent from independent claim 1. Furthermore, claim 4 requires after activating, initiating a timer, when the timer expires before receiving a first sensor signal, activating a fault indicator. The *Mendez* reference teaches if the timeout has expired and a report is received from a sender, the timeout period is set for 90

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seconds or other desired value (*Mendez* Col. 4, lines 49-60). The *Mendez* reference fails to teach or suggest after activating, initiating a timer, when the timer expires before receiving a first sensor signal, activating a fault indicator.

Claim 5 is also believed to be allowable since it is dependent from independent claim 1. Furthermore, claim 5 requires generating a count corresponding to the number of times activating is performed without receiving the first sensor signal, generating a fault when the count exceeds a predetermined count. The *Mendez* reference teaches the message is sent five times, randomly spaced over a period of a few minutes to assure that it is received (*Mendez* Col. 2, lines 65-67 and Col. 3, lines 1-6). The *Mendez* reference fails to teach or suggest generating a count corresponding to the number of times activating is performed without receiving the first sensor signal, generating a fault when the count exceeds a predetermined count.

Claim 6 is also believed to be allowable since it is dependent from independent claim 1. Furthermore, claim 6 requires the first tire location includes a spare tire location. The *Mendez* reference teaches the four IDs from the four tires comprise main IDs and additional messages from other transmitters comprise reserve IDs (*Mendez* col. 2, lines 4-6). The *Mendez* reference fails to teach or suggest the first tire location includes a spare tire location.

Claim 7 recites the first sensor signal is indicative of an initial status and the tire identification is not existing in the memory, confirming the first sensor signal and storing the tire identification in a memory associated with a location, when the first sensor signal is indicative of an initial status and the tire identification is existing in the memory, confirming the first sensor signal, and when the first sensor status is unconfirmed, performing the steps of activating, receiving and confirming. Therefore, claim 7 is non-obvious for the same reasons as cited above for claim 1. Furthermore, claim 7 requires confirming the first sensor signal and storing the tire identification in a memory associated with a location which the *Mendez* reference fails to teach or suggest. Claim 7 is associating the tire identification stored into memory with a location of a tire, not a memory location. Therefore, even if *Meyer* is combined with *Mendez*, they fail to combine or suggest confirming the first sensor signal and storing the tire identification in a memory associated with a location. Accordingly, applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Meyer* in view of *Mendez* fail to teach or suggest each and every limitation of claim 7.

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Claim 8 is also believed to be allowable since it is dependent from independent claim 7. Also, claim 8 is patentable for the reason stated above in claim 4.

Claim 9 is also believed to be allowable since it is dependent from independent claim 7. Also, claim 9 is patentable for the reason stated above in claim 2.

Claim 10 is also believed to be allowable since it is dependent from independent claim 7. Also, claim 10 is patentable for the reason stated above in claim 3.

Claim 11 is also believed to be allowable since it is dependent from independent claim 7. Also, claim 11 is patentable for the reason stated above in claim 5.

Claim 12 recites a controller coupled to the plurality of initiators, said controller activating said plurality of initiators, receiving a plurality of respective sensor signals having respective tire identifications, when the plurality of respective sensor signals is indicative of an initial status and the respective plurality of tire identification signals is not existing in the memory, confirming the plurality of sensor signals and storing the confirmed signals in the memory, when the plurality of respective sensor signals is indicative of an initial status and the plurality of respective tire identification signals is existing in the memory, confirming the first sensor signal, when the plurality of sensor statuses is unconfirmed, performing the steps of activating, receiving and confirming. Therefore, claim 12 is non-obvious for the same reasons as cited for claim 7 and claim 1. Furthermore, claim 12 requires performing the steps of activating, receiving and confirming when the plurality of sensor statuses is unconfirmed. Examiner cites *Mendez* Col. 3, lines 1-2, for when the plurality of sensor statuses is unconfirmed which is met by the message is sent five times to assure that is received. *Mendez* does not teach or suggest performing the steps at the controller of activating, receiving and confirming when the plurality of sensor statuses is unconfirmed. Accordingly, applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Meyer* in view of *Mendez* fail to teach or suggest each and every limitation of claim 12.

Claim 13 is also believed to be allowable since it is dependent from independent claim 12. Furthermore, claim 13 requires a counter counting a number of activations, wherein the controller performing the steps of activating, receiving and confirming when the counter is below a predetermined count. The *Mendez* reference teaches the message is sent five times, randomly spaced over a period of a few minutes to assure that it is received (*Mendez* Col. 2, lines 65-67, and Col. 3, lines 1-6). The *Mendez* reference fails to teach or suggest a counter

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counting a number of activations, wherein the controller performing the steps of activating, receiving and confirming when the counter is below a predetermined count.

Claim 14 is also believed to be allowable since it depends from claims 12 and 13. Furthermore, claim 14 requires when the counter reaches a predetermined count the controller generates a fault signal. The *Mendez* reference teaches if the timeout has expired and a report is received from a sender, the timeout period is set for 90 seconds or other desired value (*Mendez* Col. 4, lines 49-60). The *Mendez* reference fails to teach or suggest when the counter reaches a predetermined count the controller generates a fault signal.

Claim 15 is also believed to be allowable since it is dependent from independent claim 12.

Claim 16 is also believed to be allowable since it is dependent from independent claim 12. Also, claim 16 is patentable for the reason stated above in claim 2.

Claim 17 is also believed to be allowable since it is dependent from independent claim 12. Also, claim 17 requires an ignition sensor generating a run signal and an off signal, the controller activates the plurality of initiators when the ignition sensor generates a run signal. The *Meyer* reference teaches that an implementation of the motor vehicle wheel assignment can be affected according to specific criteria or when specific conditions occur such as when the engine is started (*Meyer* col. 2, lines 50-57). The *Meyer* reference fails to teach or suggest an ignition sensor generating a run signal and an off signal, the controller activates the plurality of initiators when the ignition sensor generates a run signal. Moreover, no reason has been shown why a person having ordinary skill in the art would modify the *Meyer* reference as the Office Action presupposes.

Accordingly, in view of the foregoing, applicants submit that claims 1-17 are allowable and in a proper condition for allowance. Applicants respectfully request that the Examiner's rejections under 35 U.S.C §103(a) be withdrawn, and a Notice of Allowance indicating the same is therefore earnestly solicited. The Examiner is invited to telephone the Applicants' undersigned attorney at (248) 223-9500 if any unresolved matters remain.

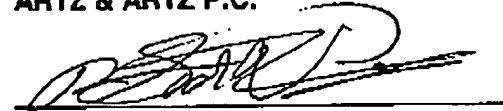
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Respectfully Submitted,

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